

MEMO

DATE: January 3, 2008

TO: Transportation and Communications Committee

FROM: Mike Jones, Regional Planner, (213) 236-1978. jonesm@scag.ca.gov

SUBJECT: Multi-County Goods Movement Action Plan

BACKGROUND:

In May 2004, Metro took the lead in developing the Multi-County Goods Movement Action Plan that would address goods movement challenges and identify solutions. To that end, Metro, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), San Diego Association of Governments (SANDAG), Ventura County Transportation Commission (VCTC), Southern California Association of Governments (SCAG) and Caltrans, all agreed to procure the consultant services of Wilbur Smith Associates to assist in this effort. To guide the development of this Action Plan, Metro and its project partners established a Multi-County Goods Movement Action Plan Technical Advisory Committee (MCGMAP TAC). To foster an open planning process with public and private stakeholder participation throughout the development of the Action Plan, the MCGMAP TAC (1) convened Stakeholders Advisory Group (SAG) meetings, public workshops and meetings to solicit input from a broad cross section of stakeholders, (2) conducted surveys to obtain different perspectives on the goods movement issues, problems and potential solutions, and (3) maintained a project website to keep everyone informed. This result of this effort is an Action Plan that contains a full range of strategies and options (short, mid and long-term) that can be implemented for the region, as a whole, as well as the individual counties.

Mr. Sam Morissey, Wilbur Smith Associates, will present the results of the Multi-County Goods Movement Action Plan.


FISCAL IMPACT:

Work associated with this project can be found under WBS 05-130 SCGC06, WBS 05-130 SCGC11, and WBS 06-130 SCGC13.


Reviewed by:


Division Manager

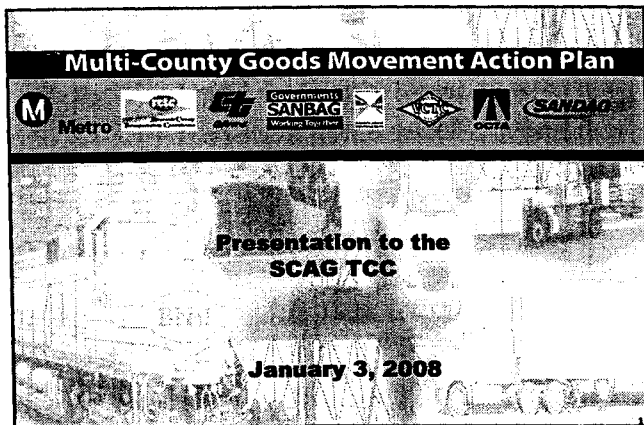
Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

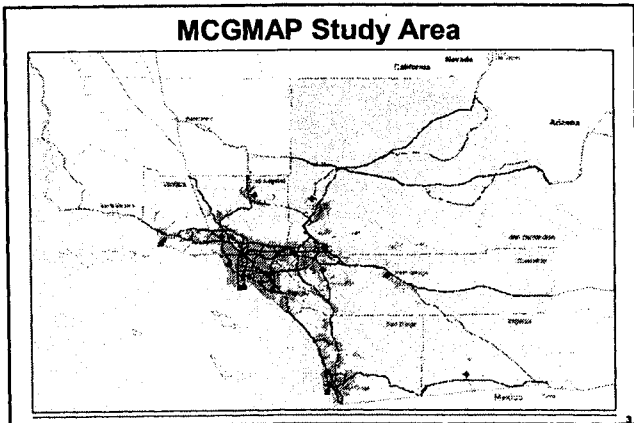




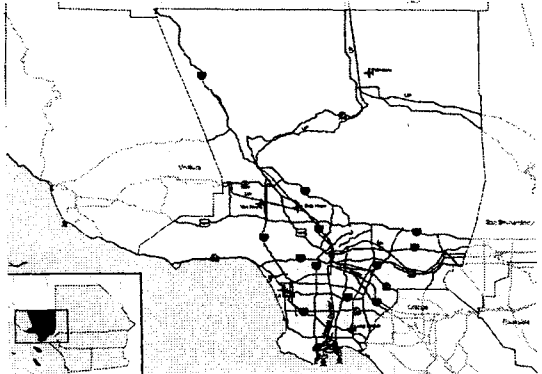
Overview of the Action Plan

- > The master plan for goods movement in Southern California.
- > Intended to be used as a guide in preparation of state, regional, and local transportation plans.
- > Regional in scope.
- > Represents a partnership between county, regional, and state transportation agencies.
- > Presents regional modeling of freight facilities.
- > Presents a market segmented approach to addressing goods movement and associated issues.
- > Respects Agency Roles and authority.

MCGMAP Study Area



MCGMAP Study Area – Los Angeles County



Core Mandates

Environment

• Avoid, reduce and mitigate environmental, community, and health impacts.

Mobility

• Promote the safe and efficient movement of all transportation modes and reduce congestion.

Economy

• Ensure the economic well-being of the region and the state.

Funding

• Secure the region's fair share of public and private funds for investment in the freight transportation system.

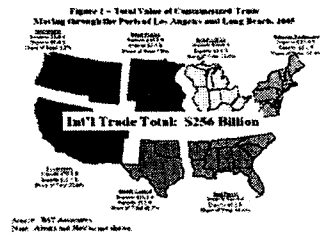
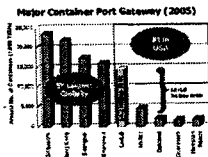
Implementation Principles

1. Guideline – For state, regional, and local planning.
2. Investment – Simultaneous and continuous.
3. Cost Distribution – Users and beneficiaries will pay their fair share.
4. Management – Define institutional structures as needed.
5. Public Benefit – In order to use public funding a clear public benefit must be demonstrated.
6. Land Use Compatibility – Separate goods movement infrastructure from sensitive receptors.

SIMULTANEOUS AND CONTINUOUS



Challenges



Challenges (Continued)

> Mobility

- > More than doubling of regional VMT and freight rail traffic by 2030
- > 5.4 million hours of daily delay by 2030
- > Some freeways may carry more than 80,000 trucks per day
 - > In Los Angeles County increasing freight volumes directly impact passenger service and grade crossings
 - > At-grade crossings will add to motorist delays; promoting congestion, and reducing air quality
 - > In the South Bay cities subregion, between 2002 and 2006 there were 15 collisions at highway-rail crossings
 - > Many old existing highways such as I-710 have non-standard features which cause congestion and safety concerns.

Challenges (Continued)

> Environment and Community

- > In 2005, almost \$19.5 billion in health costs due to freight transport in California
- > Premature deaths – 2,400 (CARB) statewide, 1,200 in South Coast Air Basin
- > Even full fleet turnover to 2010 truck standards and to the Tier 4 locomotive standards proposed by USEPA will not provide sufficient reductions – more is needed
 - > In Los Angeles County, air quality is greatly impacted by goods movement
 - > Proximity of schools to goods movement industry/infrastructure
 - > Incompatible land uses between residential neighborhoods and goods movement activities

Challenges (Continued)

> Funding

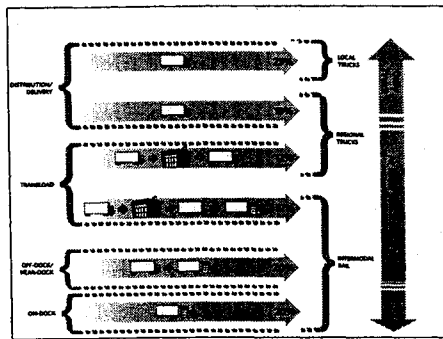
- > More than \$50 billion required to fund Action Plan projects and programs in the next 30 years
- > In Los Angeles County, approximately \$29 billion

> Economic

- > Logistics activity is directly responsible for 6.6% of the region's economy
- > One logistics job supports 2.2 new jobs
- > Border crossing delays resulted in the loss of \$3.9 billion from the binational economy
- > 1,101 warehouses and storage facilities in Los Angeles County
- > Los Angeles County as a whole is the nation's largest manufacturing center

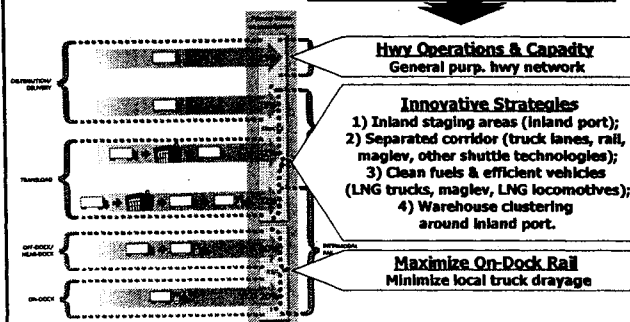
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Modal Market Segments

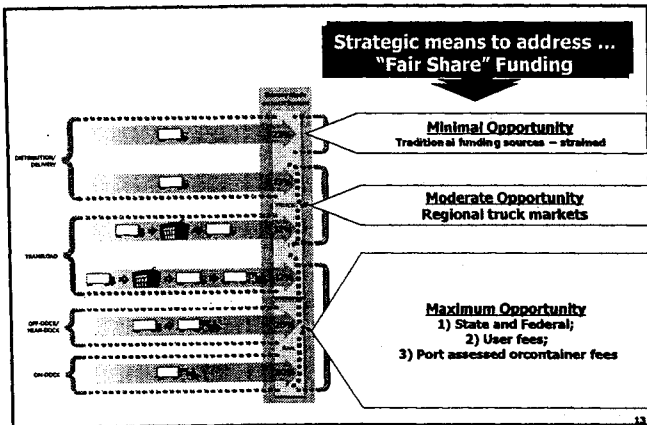


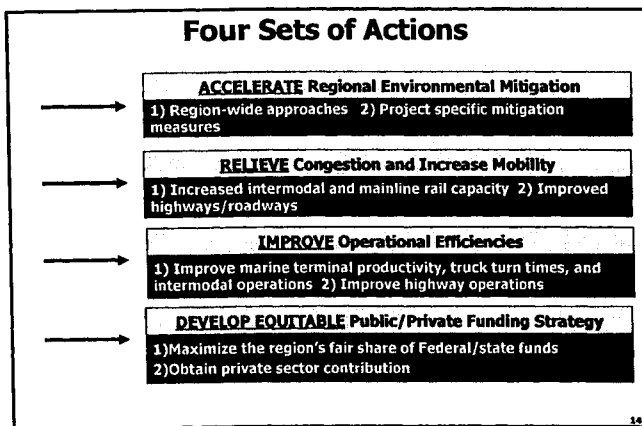
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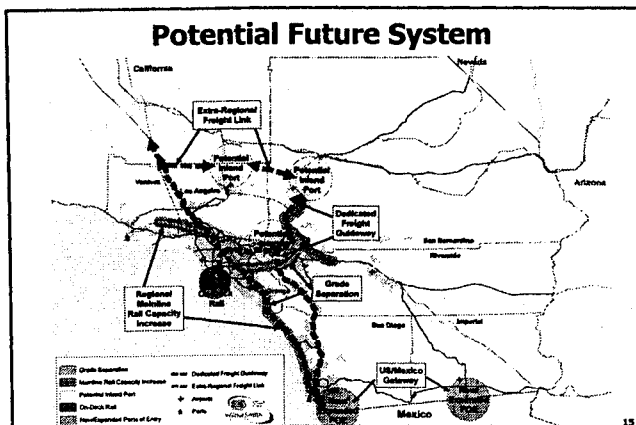
Strategic means to address ... Truck Issues



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Key Stakeholder Concerns

1. More aggressive environmental mitigation strategies to reduce current impacts.
2. Dedicate new private/public funding sources to reduce health and environmental impacts.
3. More aggressive use of alternative fuels and technologies.
4. Study all costs and benefits of meeting a seemingly unlimited goods movement demand.
5. Consider limiting trade growth to invest in clean industries.

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Freight Growth Scenarios & Evaluations

Scenario	Assumptions	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)
1	San Pedro Bay port growth of 42.5 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,600,476		
2	San Pedro Bay port growth of 34 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,600,361	-84.7%	
3	San Pedro Bay port growth of 25 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation	1,303,490	-18.4%	
4	San Pedro Bay port growth of 42.5 million Tons by 2030; SCAG 2030 Regional Transportation Plan baseline implementation supplemented by additional projects and private investment	1,600,476	0.0%	

Scenario	Assumptions	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)	2010-2030 Freight Growth (Million Tons)
1	Development and safety improvements	N/A	-42,000	-1,000	N/A	N/A	N/A
2	I-780 to SR-60 to I-15	76.3	232,000	76,000	25	6,763	8,398
3	I-780 to I-15 to I-10	94.7	291,000	93,000	60	13,309	2,135
4	I-780 to SR-60 to I-15	82.2	193,000	97,000	40	24,454	-2,776
5	I-780 to I-15 (Hwy 101 to I-15)	106.1	252,000	97,000	77	14,762	4,769
6	I-780 to SR-60 to SR-67 to SR-60 to I-15	98	207,000	76,000	41	16,383	3,087
7	I-780 to SR-60 to SR-67 to I-15 to I-10	94.1	173,000	83,000	51	11,177	2,641
8	I-15 to I-780 to Kern County	74.6	347,000	89,000	39	4,879	576
9	I-15 to I-780 to Kern County to Kern County	104.4	113,000	123,000	19	12,856	3,084
10	Intermodal and other improvements I-780 to I-15 to I-10	95.3	228,000	82,000	31	9,893	4,293
11	Alternative technologies, e.g., Shared Trucks, Intermodal, Shared Trucks, Intermodal, Shared Trucks, Intermodal	N/A	94,000	23,000	N/A	N/A	N/A
12	I-15 to I-780 to Kern County to Kern County	102.2	101,000	74,000	22	6,800	2,107

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Action Plan Projects/Strategies

- > Included in Draft Executive Summary
 - > Two lists – Regional and County level
 - > Over \$50 billion in total cost, of which approximately \$2.4 billion is currently committed
- > Project/Strategy Categories
 - > Project-specific environmental mitigation emissions reductions
 - > Rail
 - > Intermodal ground access
 - > Alternative technology
 - > Freeway/highway

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Next Steps

> Environmental and Community Impacts

- > Through the Southern California National Freight Gateway (SCNFG) Cooperation Agreement and other related activities
- > Partnership with CARB, air districts, the logistics industry, and local governments,
- > Environmental Justice Analysis and Outreach for the MCGMAP initiated.

Next Steps (Continued)

> Partnership and Advocacy

- > Implement the SCNFG Cooperation Agreement among federal, state, regional, and other implementing agencies.
- > Request the incorporation of MCGMAP strategies and actions into other state, regional and local plans.
- > Continue to convene multi-county meetings.
- > Support and propose legislation that: 1) Provides funding mechanisms; and 2) Improves mobility and facilitates regional goods movement goals.
- > Support Mobility 21 and the Coalition for America's Gateways and Trade Corridors (and others).
- > Continue to work closely with all stakeholders.
- > Seek goods movement and logistics industry involvement.

Next Steps (Continued)

> Mobility

- > Investigate the linkage between supply chain trends and trade related traffic.
- > Continue project development efforts, including mitigation of the impacts.
- > Evaluate the feasibility of implementing a Dedicated Freight Guideway System/Regional Truck Lanes.
- > Initiate localized studies, as appropriate.

Next Steps (Continued)

> Funding

- > Pursue new avenues of goods movement funding.
- > Continue fair share and user fee discussions with private sector.
- > Establish structures to manage user fees and revenue.

Now What?

> Continue the dialogue

- > Stakeholder outreach helps increase project partner understanding

> Narrow the focus

- > Respect agency roles
- > Coordinated approach
- > Market-segmented approach

> Act as a Region

- > Support and accelerate implementation of CARB, CAAP, and complementary plans
- > Break through barriers
- > Actions in one county affect the region

Application of the Action Plan

> Master plan for goods movement in Southern California

> Use as a guide for transportation plans

- > Projects and strategies are at different stages of development
- > Implementation consistent with roles & responsibilities

Completion Schedule

- > Receive stakeholder comments on the Draft Action Plan and Executive Summary –December, 2007/January, 2008
- > County workshops – December, 2007/January, 2008
- > Release of Final Action Plan and Executive Summary – Late January, 2008
- > Board presentations and approval – February through March, 2008

Questions & Answers

More Information:
www.metro.net/mcgmap
